

MEMORANDUM. UTAH DEPARTMENT OF TRANSPORTATION

DATE: November 16, 2006

TO: All Utah Pavement Council Members

FROM: Howard J. Anderson, P.E.
Asphalt Pavement Engineer

SUBJECT: Utah Pavement Council

Date: January 24, 2006
Location: UDOT Complex, 1st Floor Large Conference Room
Address: 4501 South 2700 West
Salt Lake City, UT 84119
Time: 1:00 PM to 4:00 PM

The next Utah Pavement Council meeting is scheduled as shown above. Please send me any agenda items you may have to be included in the meeting.

Attendance November 8th Meeting:

Craig Fabrizio, James Cox, Tim Biel, James Hulse, Brent Hadfield, Degen Lewis, John Butterfield, Rodney Terry, Gary Lindley, Jeff Collard, Mo Raham, Craig Haskell, Kevin VanFrank, Victor Johnson, Mont Wilson, Bryan Lee & Howard Anderson.

The following ground rules are recommended for our group: 1. Participate by providing your agenda items and reviewing the specifications or procedures and making comments. 2. Bring your reviewed copy of the draft. 3. Come on time and stay and participate as best you can. 4. Stay on task during discussions. 5. Keep personal gripes to a minimum. 6. Keep side conversations during breaks only.

Draft Notes from November 8th, 2006 Meeting:

1. **Welcome**- Howard Anderson welcomed the group. We will continue to meet on the 4th Wednesday of each month, from 1:00 to 4:00 PM in the 1st floor large conference room.

2. **Asphalt Binder Adjustment Specification, Section 01282M** – review new specification – Tim. UDOT has subscribed to the Asphalt Weekly Monitor by Poten and Partners and the Argus Asphalt Report. Howard mentioned the cost for these two annual subscriptions, both published

weekly and delivered by e mail was around \$6,500. It may be possible next year to subscribe to just one of the reports. The first EPA, estimated price for asphalt, needed for the Legacy Parkway Project, has been calculated at just over \$400 a ton. This will be posted on the UDOT website, possibly under “Contractor Tools”.

3. Draft Copy of New HMA Specification 2741 – Tim. We have been working on a new specification for 2741. The committee was comprised of UDOT members as well as some industry members. This will be a void control specification with VMA and aggregate gradation minimized. A joint control specification, administered by an incentive for now, similar to what Colorado uses is also included. The dispute resolution section has been removed and will be covered in another document. The required contractor QC has been reduced but the specification does include incentives for QC work (The QC section is incomplete at this time in the draft). Other changes include changing the \$15 per ton deduct for reject material left in place to \$25 per ton. This increase reflects the increase in cost of the HMA materials. When \$15 per ton was originally set up our HMA averaged about \$30 per ton. However, in the contractors favor, the reject limit that previously was set at 60 percent has been dropped to 50 percent. The specification was not ready for distribution and will be sent out by Howard to the group for review for the next meeting.

4. Review Changes in Asphalt Materials Specification 02745, Legacy Project – Tim. There has been considerable feedback on the new specification used for the Legacy Parkway Project. Everyone is saying hold on to the old specification and do not lower the standard because we have been getting a good product and have benefited from the longer lasting pavement performance. Along with the good performance our binder prices have been similar to our surrounding states. To help UDOT keep the specification as is we are asking the different binder suppliers to provide a letter to Tim explaining how their company feels about the specification. They can also include their thoughts on the asphalt shortage we had this summer and if they think the specification had anything to do with the shortage.

5. Untreated Base Course Specification – It was discussed briefly that local government projects may want a different gradation and they often use our specifications. It was decided the specification was appropriate for UDOT projects and that if local governments want a different gradation for their materials they can modify it if desired. Howard will send out the latest changes from Larry Gay. This specification is ready for use right away and can be change ordered into old or existing projects.

6. Manufacturer Certifications of Compliance vs. Qualified Products List – Tim. Questions about this have come up. A manufacturer certification of compliance is not required if the item is on the qualified products list that Barry (Richard) Sharp keeps for us. This includes items like pipes, fence wire etc. that are in the qualified products list. The UDOT Minimum Sampling and Testing guide explains this.

7. Our previous decision or policy was for the different **asphalt binder** suppliers to provide the Central Asphalt Lab with a **reservoir of material** that can be used that construction season to verify mix designs. The central lab would provide the Regions with the binders as needed. This

decision was brought into question because timing was a problem. Quite often the contractors end up doing the mix designs with the old binders. The suppliers may have a changing stream of base binders coming into their refinery. This makes it hard for them to supply the binder that will be used on a particular project very much ahead of when the project starts. From UDOT's point of view, we want the binder we approve in the mix design process to be the same binder that is used on the project. **We had considerable discussion on this with no resolution to change what we previously agreed to do. Kevin asked each contractor and binder supplier to provide to him what they would like to see done in writing. A meeting was to be scheduled to work on this by industry members.**

8. Degan Lewis talked briefly about **new concrete specifications that need to be reviewed by the Pavement Council**. Degan will provide those to Howard to be included in the next email he sends out. They will be on the agenda for the January 24th meeting. It was agreed that we would not meet in December.

9. Howard talked about the Rocky Mountain User Producer Group meeting we just had. The presentation he gave is available at the web site for members. The names of the specific binders studied in the Hamburg Wheel Tracker have been removed from the presentation and are removed from the report soon to be published. The web site is:
<http://www.rockymountainasphalt.com>

AGENDA
Utah Pavement Council
Wednesday, January 24th, 2007

1:00 PM UDOT Complex
1st Floor Large Conference Room
4501 South 2700 West
Salt Lake City, UT 84101

1:00 - 1:10 1. Welcome - Howard Anderson

Summary:

1:10 - 1:30 2. Asphalt Binder Adjustment Specification – follow up. – Latest cost reports for asphalt

Summary:

1:30 – 2:00 3. Status of Asphalt Materials Spec. 02741, follow up.

Summary:

2:00 – 2:30 4. Review Changes in HMA Spec. 02741 Draft, - follow up.

Summary:

2:30 – 3:00 5. Concrete Specifications – from Degan

3:00 – 3:30 6. Other Items

3:30 – 4:00 7. Other Items

Next meeting date –